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# The China Mail

ESTABLISHED 1845

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**SUTTON GARDNER**  
LONDON  
**OLD TOM**  
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No. 14,708

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HONGKONG, WEDNESDAY, JUNE 8, 1910.

日二初月五年二號宣

PRICE, 88.00 Per Month.



**OLD V.A.T.**  
**No. 4**  
**SCOTCH WHISKY**

SOLE AGENTS IN  
HONGKONG,  
CHINA &  
MALAYA.

**A.S. Watson &  
Co., Ltd.**

As supplied to the  
House of Lords  
and  
House of Commons.

**CHINA MUTUAL LIFE IN-  
SURANCE CO., LD., OF  
SHANGHAI.**

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A strong British Corporation Registered  
under Hong Kong Ordinances and under  
Life Assurance Companies' Acts, England.  
Insurance in Force.....\$ 3,054,152.00.  
Assets.....7,114,480.08.  
Income for Year.....3,073,834.81.  
Total Security to Policy-  
holders.....7,885,852.52.

Lefferts Knox, Esq., Hongkong, Canton,  
District Manager.  
B. W. Tapp, Esq.,  
District Secretary.  
Alexandra Building, Hongkong.  
Hongkong, November 18, 1909. 1424

**CANADA AND THE OLD  
COUNTRY.**

**Tribute to Earl Grey's Great  
Work.**

Earl Grey's services to Canada and the  
Empire as Governor-General of the  
Dominion were the subject of glowing  
tributes in the Canadian House of Com-  
mons at Ottawa from Sir Wilfrid Laurier  
and the Leader of the Canadian Opposition,  
Mr R. L. Borden. The House unanimously  
passed a resolution expressing its warm  
appreciation of his services and at  
the same time reiterated Canada's  
devotion to the imperial tie. The Gov-  
ernor-Generalship of Earl Grey has  
been a memorable period in the  
history of the Dominion. He assumed  
his exalted office in 1904, when the  
"rush" to Canada was beginning. His  
own personality has been an important  
factor in the progress of the Dominion. He  
is popular with all as a man who is ac-  
cessible to everyone. Indeed it has been  
said of him that "he puts on no side." His  
robust imperial enthusiasm has been a  
precious influence in Canada during the  
years of her prodigious material develop-  
ment. "I regard the British Empire," he  
said at Winnipeg a year ago, "as the most  
potent instrument that has ever been  
fashioned for spreading the blessings of  
equal rights and impartial justice." Earl  
Grey's term of office expires this year, as  
the Governor-Generalship is held for six  
years. His successor has not as yet been  
named, but it will need the highest qualities  
to follow such a man.

**£13,482,117 FOR EDUCATION.**

The total expenditure out of the parlia-  
mentary grant for education in England  
and Wales for the year 1908-9 reached the  
sum of £13,482,117, an increase of £912,000  
over the previous year. The following were  
the principal figures as shown in the annual  
Blue-book issued:-

Administration.....	197,495
Inspection.....	236,978
Elementary school grants.....	11,039,619
Teachers' pensions.....	113,031
Secondary school grants.....	508,449
Pupil teachers' grants.....	199,387
Technical school grants.....	434,211

**CHAMBERLAIN'S COLIC, CHOLERA  
AND DIARRHOEA REMEDY.**

WHEN you fail to provide your family  
with a bottle of Chamberlain's  
Colic, Cholera and Diarrhoea Remedy at  
this season of the year, you are neglecting  
them, as bowel complaint is sure to be pre-  
valent, and it is too dangerous a malady  
to be trifled with. This is especially true  
if there are children in the family. A dose  
or two of this remedy will place the trouble  
within control and perhaps save life, or at  
least a doctor's bill. It has never been  
known to fail even in the most severe and  
dangerous cases, and its cost is not beyond  
the means of any man. For relief of all  
colic, cholera and diarrhoea.

**Business Notices.**

**W. S. BAILEY & Co., Ltd.**

TELEPHONE, K 21.

Builders of Steamers up to 1000 Tons.  
Tugs, Launches, Barges, Motor Boats.

Castings, Forgings, Roofs and Bridge Work.

SLIPPING AND REPAIRS AT LOWEST RATES.

Air Compressor with Hammers and Drill, etc.

**MANUAL FIRE ENGINE.**

Engines, Boilers, Launches, Pumps,  
Engineers' Fittings and Supplies.

**Ground Floor Shop To Let in  
Chater Road.**

**THE HONGKONG, CANTON & MACAO  
STEAMBOAT CO., LTD.**

S.S. "SWI-TAI" 1,251 Tons and "SU-PAN" 1,255 Tons.  
Departures from Hongkong to Macao on week days at 8 A.M. and 2 P.M. from the  
Company's Wing Lok Street Wharf.  
Departures from Macao to Hongkong on week days at 7.30 A.M. and 2 P.M.

**EXCURSION TO MACAO.**

The Company's Steamship, "HEUNGSHAN,"  
GREAT REDUCTION IN FARES.

1st-Class Return.....\$3.00.	2nd-Class Return.....\$1.50.
Single.....1.50.	Single.....0.75.

Departure from Hongkong at 9 A.M. Departure from Macao at 4 P.M.  
The Band of the 13th Regt. under Bandmaster Coke will play during the trip.  
N.B.—The Company also runs a steamer from Macao on Sunday morning at 7.30  
A.M. and from Hongkong at 1 P.M. from the COMPANY'S WING LOK STREET  
WHARF.  
Further particulars may be obtained at the Office of the  
HONGKONG, CANTON & MACAO STEAMBOAT CO., LD.,  
Hongkong, January 1, 1909.

Thousands of Dollars are saved by the expenditure of as many cents  
BY THE USE OF  
**SOLIGNUM**

THE Wood and Brickwork Preservative which really does what is claimed for it. IT  
IS ABSOLUTE DEATH TO THE WHITE ANTS.  
Extensively used by the British Government at Home and Abroad, by H.M. War  
Department at Hongkong, the Imperial Maritime Customs and all large local concerns.  
Prospectus samples and all information from the General Agents,  
**SIEMSEN & Co.,**  
(Machinery Dept.) Hongkong. 1519

Hongkong, December 7, 1909.

**MEE CHEUNG & CO.,**  
ART PHOTOGRAPHER, ICE HOUSE LANE.

SPECIALIST IN ENLARGING AND BROMIDE WORK.

Select Views of Hongkong and South China.  
Special Department for Developing and Printing for Amateurs.

**CAMERAS FOR HIRE.** 1718

**LOST.**

A White and Brown FOX TERRIER  
BITCH, answers to the name of  
"Jesse".  
Will answer please communicate with  
F. C. M. HURLEY,  
c/o Messrs Hoon & Hoon.  
Hongkong, June 7, 1910. 725

**SUTTON'S SEEDS.**

SPECIAL selected collections for this  
climate  
**VEGETABLES AND FLOWERS**  
In AIR-TIGHT CANS.  
\$2.50, 5.00, 7.50 and 10.50  
EACH.

**CHINA EXPRESS CO.,**  
J. DUDDELL STREET.

TELEPHONE 668.  
Hongkong, May 30, 1910. 693

**NIGHT STEAMER TO  
CANTON.**

NEW TWIN SCREW STEAMER.

**S.S. SAN CHEUNG**

Wired throughout with Electric Light  
and Fan, supplied in all cabins.  
Captain J. McGarry.

LEAVES Hongkong for Canton at 4 P.M.  
SUNDAY, TUESDAY & THURSDAY.

LEAVES Canton for Hongkong at 5.30 P.M. on  
MONDAY, WEDNESDAY & FRIDAY.

Fares, 1st-Class.....\$2.50 single passage.  
Meals.....\$1 each.  
Servants' passages must be paid for.  
OUBONG ON STEAMBOAT CO., LD.,  
No. 235, Des Voeux Road Central.  
Hongkong, November 12, 1908. 15

**THE BAND OF THE BUFFS**

will play in  
**THE BOTANICAL  
GARDENS.**  
(IF FINE)

ON  
**SATURDAY, JUNE 11th.**

Commencing 9 P.M.

Admission One Dollar.

Tickets may be obtained from  
MOUTRIE & CO.  
Hongkong, June 7, 1910. 721

**E. C. WILKS,**  
M. I. MECH.

**CONSULTING ENGINEER  
SURVEYOR & VALUER**

OF ALL CLASSES  
**MACHINERY & EFFECTS.**

**YORK BUILDINGS,**  
1st Floor, HONGKONG.

Office Tel. 195. Residence K20.

Tel. Address: WICKERWORK, HONGKONG.  
CODES USED: A.B.C. 5th Edition, A.I. &  
Western Union.  
Hongkong, April 14, 1905. 516

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8 and 10, Ice House Road.

FIRST-CLASS, THE BEST IN EVERY RESPECT.

Renowned Cooking, Central for all Theatres, Chief Places of Interest and Fashionable  
Shopping District.  
**Moderate Terms.**  
O. K. OWEN, Proprietor

**Business Notices.**

**BELL'S ASBESTOS EASTERN AGENCY, LIMITED**

SOLE AGENTS FOR BELL'S ASBESTOS CO., LTD., LONDON.

**BELL'S ASBESTOS**

THE MOST RELIABLE PACKING FOR MARINE ENGINES.  
DAGGER  
BELL'S ASBESTOS  
BEWARE OF IMITATIONS. SOLE MANUFACTURERS:  
BELL'S ASBESTOS CO., LD., LONDON.  
LARGE STOCK OF PACKINGS, JOINTINGS, &c., ALWAYS IN HAND.  
OFFICE: 4, QUEEN'S BUILDINGS.  
TELEGRAMS: ASBESTOS, HONGKONG. TELEPHONE: No. 501.

**LANE, CRAWFORD & CO.**

**WHITE MOUNTAIN  
ICE CREAM FREEZERS**

1 pt. 1 qt. 2 qts. 3 qts. 4 qts. 6 qts. 8 qts. 10 qts.

Ice  
Pails.  
Ice  
Shaves.  
Ice  
Blankets.  
**TEAKWOOD ICE CHESTS**  
(ASBESTOS PACKED).  
**LANE, CRAWFORD & CO.**

**GUARANTEED ABSOLUTELY PURE**

**O. B.  
BEER**

IS MADE FROM BEST OBTAINABLE MATERIALS AND BY MOST  
SCIENTIFIC METHODS.

Price \$12.00 - - - Per Case.

THE BEST AND MOST WHOLESOME TONIC IS

**BOCK BEER**

TAKEN WITH YOUR MEALS.

\$14.00 - - - Per Case.

From your dealer, or from the

**ORIENTAL BREWERY, LTD.**

Depot 55-57, Des Voeux Road.

**DIAMONDS AND GEM-SET JEWELLERY**

Rings, Brooches, Ear-rings, Pins, Pendants, Hair-combs,  
Charms, Chains, Links, &c.

**Jade Stone and Chinese Made Gold Jewellery.**

**GOLD & SILVER WATCHES, CLOCKS, OPTICAL GOODS.**

Repairs of Watches and Jewellery effected by experienced European.

**J. ULLMANN & CO.**  
34, Queen's Road Central Opposite General Post Office.

**PRICKLY HEAT LOTION AND  
POWDER**

SAFE REMEDIES FOR ALLAYING THE IRRITATION.

**SUN GLASSES.**

**HOUSEHOLD AMMONIA**  
(FOR THE BATH AND ALL TOILET PURPOSES).

**NESTOR SANITARY FLUID**  
A RELIABLE DISINFECTANT.  
One Pint Tins 50 cents. One Gallon Tins \$2.00.

**VICTORIA DISPENSARY.**

**Business Notices.**

**GREEN ISLAND CEMENT CO., LD.**

**PORTLAND CEMENT**

In Casks of 375 lbs. net, \$5.50 per Cask, ex Factory.

In Bags of 250 lbs. net, \$3.45 per Bag, ex Factory.

**Shewan, Tomes & Co.,**  
GENERAL MANAGERS.

**FAIRALL & CO.**

**NEW CAMBRIC, LAWNS AND  
MUSLIN DRESSES.**

**BATHING SUITS AND CAPS.**

**Muslin Collar and Cuffs.**

TELEPHONE 644. 7 & 9, PEDDER STREET.

**THE HONGKONG HOTEL.**

UNRIVALED FOR COMFORT AND CUISINE.  
THOROUGHLY UP TO DATE WITH EVERY MODERN LUXURY.  
MODERATE TERMS AND NO EXTRAS.  
A. F. DAVIES, Manager.

**PEAK HOTEL.**

ADMIRABLY SITUATED AT VICTORIA GAP.  
OPEN to the sea, with a magnificent view of the harbor, the North-east Lighthouse,  
Waters. Commanding a magnificent view of Hongkong, the North-east Lighthouse,  
Islands for forty miles.  
A FIRST-CLASS FAMILY, RESIDENTIAL AND TOURISTS' HOTEL.  
Terms: From \$5 per day. Telephone Add: "Peak".  
Town Office: 4, Des Voeux Road.  
Hongkong, February 8, 1908.

**ELECTRIC FANS.**

ICY BLAST

"TYPHOON" overhead revolving fans for direct and  
alternating current.  
Ceiling Fans with and without Lights.

Ships' Fans.  
Bracket and  
Desk Types  
9" to 16" sizes.

Hongkong,  
Kowloon,  
Canton  
and  
Macao.

Standard 12" Desk or Bracket Fan with three speed switches.  
All Voltages and Types in Stock.  
Speed Regulator Switches for separate control.  
12" & 16" DEFLECTORS FOR FANS.

**WILLIAM C. JACK & CO., LTD.**  
ELECTRICAL ENGINEERS AND CONTRACTORS.

TELEPHONE 568. 14, Des Voeux Road, Hongkong. TELEGRAMS: "WILLIAMSON."

**Kupper's**

**Pilsener Beer.**

The Leading Beer in the Far East.

Sole Agents

**Caldbeck, Macgregor & Co.**

Wine & Spirit Merchants.

Hongkong, May 22, 1910











POWELL'S

Ladies' =

AND  
Children'sBATHING  
SUITS,  
CAPS  
and  
SANDALS.

ALEXANDRA BUILDINGS.

A. S. WATSON  
& Co., Ltd.

ESTABLISHED A.D. 1841.

WINE &amp; SPIRIT MERCHANTS.

SHERRY.

	Per Dozen	Per Bottle
Light Dry	\$12.00	\$1.05
B. Vino de Pasto, Green Seal		
Capsule	13.00	1.10
CC Oloroso, Red Seal		
Capsule	17.50	1.50
D Superior Pale Dry, White Seal	19.50	1.65
E Finest Pale Dry, Nutty, Violet Seal, Cap.		
Cap.	25.00	2.15

The following Wines, imported in bottle, have been specially selected and procured from Messrs GEO. G. SANDEMAN, SONS & Co., of London, Oporto, and Xeres:

	Per Dozen	Per Bottle
Light Dry	\$14.00	\$1.20
Solera	20.00	1.70
Very Pale Dry	20.00	1.70
Full Golden	24.00	2.05
Pale Dry Nutty	26.00	2.25
Fine Old Brown	36.00	3.05

Note.—For Hongkong. The above prices will be increased by the amount of duty payable—\$2.00 per dozen.

A. S. WATSON & CO.,  
LIMITED.

Alexandra Buildings.

EMPIRE CINEMATOGRAPH  
THEATRE.PREMIER HALL OF THE COLONY,  
Opposite Central Market.

Performances: 7.15 to 11.30 p.m.

TO-NIGHT: TO-NIGHT:

The Favourite of the Hongkong Public.

THE WONDERFUL

SADIE.

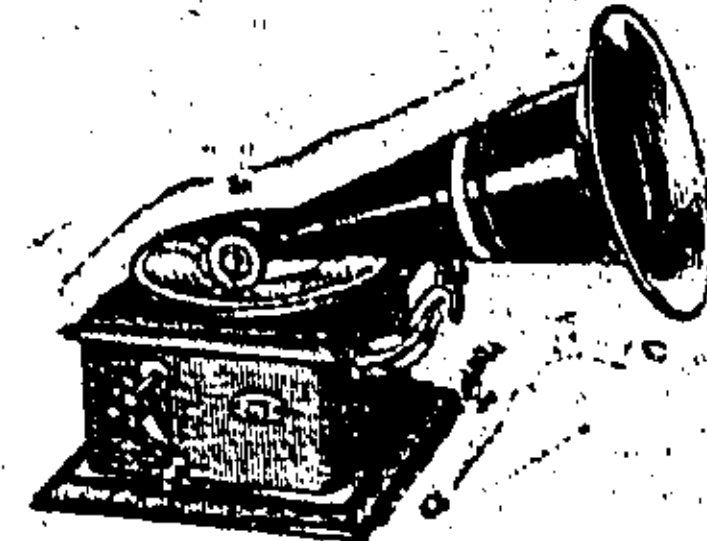
MISS MYRA JAMES

AND  
MR. SAM GALL.

BARGAIN

FOR

CASH!!



12 RECORDS

FOR \$45.

S. MOUTRIE & Co.,  
LIMITED.

Hongkong, April 18, 1907.

MEMOS FOR TO-MORROW.

Auction.  
11 a.m.—Auction of Bataf Coal at Tsi Kwa Wan.Miscellaneous  
11.30 a.m.—Lecture by His Lordship the Bishop in Peak Church.

General Memoranda.

Friday, June 10.—  
4.30 p.m.—Lady May 'At Home' at Mountain Lodge.  
4.30 p.m.—Entertainment of Japanese Sailors at Happy Valley.

The China Mail

HONGKONG, WEDNESDAY, JUNE 8, 1910.

THE RENOWNED UNREST IN  
CHINA.

WHILE we strongly deprecate any alarmist attitude being hastily assumed either by the Press or the foreign public regarding the present condition of affairs in China, we are fain to admit that there are many factors at work which cause much searching of heart on the part of those whose interests are bound up in the welfare of the Chinese Empire. A very old resident of Hongkong, who has also spent many years in the interior of Kwangtung and is thoroughly conversant with both the written and spoken vernacular, sends us the following observations dealing with the situation as he views it to-day.

"Where there is smoke, there will be found fire." If this proverb be true, then there must be some reason for apprehension at the prospect of affairs in China. The many vague rumours printed in the papers, both in the centre and the north of China; all point to something serious which may at any time emerge from its present nebulous state and fall upon the people. The officials themselves are not without apprehension, and in Canton, for example, they are taking steps to prevent the anger of the people from breaking forth, in view of the scarcity of rice and the dread of famine. Several times within the last week the Viceroy and his entourage have met representative merchants, and together they have concerted steps to have rice supplied from the south, which is to be sold at a price within the reach of the toiling masses. All this is very suggestive and shows clearly enough that in high quarters there is a dread lest revolutionary irritation be aroused in the minds of the people.

Some of the native papers are doing all they can to stir up anger against the mantrins, and incidentally against the dynasty, and though they profess to be castigating the avarice and the grasping of foreign nations, in reality they are girding against their own government. We recently read a very bitter article, in which the writer inadvisedly on the recent treaty that is said to have been made between Japan and Russia. The writer points out with exceeding bitterness that now Japan and Russia have become friends, they will jointly attack something more from the Chinese Empire. This will give an opportunity to England to extend her power over the Yangtze Valley, to Germany to get more of Shantung, and to France to seize more territory in Kwangsi. As remarked above, the blow is not struck directly against the foreigners, though intense irritation is shown against him, but against the rulers of China. The authorities in Peking are upbraided for being so inept and so supine that they allow these things to go on before their eyes and make no protest. It is impossible to believe that these distributives fall on heedless ears; or that they are harmless in their effect; the reverse surely must be the case.

The unhappy tragedy that transpired at Canton last Saturday appears, from what can be gathered, to point to something that is not clearly understood

by either Chinese or foreigners. That a man should refuse to have examined a bundle containing nothing but a suit of corded clothes, and should then run the risk of shooting a Custom House Officer, unless there was something behind which he feared to have disclosed, is almost impossible of credence. Indeed, the rumours that various boxes of ammunition have found their way into China in connection with this event are quite credible and if so this is but a straw showing the way the current is running.

Sun Yat-sen is said to have just published a brochure, both in Chinese and English, in which he deals with the situation in China, and this book notwithstanding all that the officials can do to suppress it, will be read by millions of people, and will influence their minds to a greater or less degree. We may be sure that the influence of the book will be to create still further unrest, by stirring up the Chinese to look this way and that in order to find an exit from their present servitude to the Manchus.

What the result of the focussing of these forces will be remains to be seen. If we may judge from recent events there is little hope for anything but strife and bloodshed. We remember one abortive revolution that was attempted some sixteen years ago at Canton. This ended in a fiasco, and the ridicule of those who looked on from afar was more effective even than the actions of the Government. Some cases said to contain "cement" were sent to Canton, and consigned to a Chinese named Wong, who was said to be a member of the Government. What happened? The barrels of "cement" lay some day or two on the steamer wharf, because the man to whom they were consigned was not to be found. Ultimately notice was sent to the late Dr. Kerr, seeing that the man Wong was supposed to be in some way connected with the Presbyterian mission, that some casks of "cement" were on the wharf. The doctor naturally disowned any knowledge of them, or of any object for which they could have been procured in connection with anything under his care, and requested the authorities to open the barrels on the spot. This was done, and the surprise of all concerned was that they were found to be check full of revolvers and cartridges to match. In a word, a local revolution had been hatched and a plan concocted to assassinate the officials on a certain day when they were gathered in one of the official temples. But the whole thing ended in smoke because the man to whom the revolvers were consigned failed for his person, and even before there was any appearance of suspicion on the part of the officials, he had eventually managed to get clear away.

This case is not the only one that has occurred in South China, but apparently there is nothing in the physical, mental and patriotic stamina of the modern Chinese to guarantee that even if anything were attempted, there would be any hope of success. What will happen we cannot say, and we venture to affirm that even the best informed and most far-seeing mind cannot diagnose the future with anything like confidence. It is evident that there is a good deal of unrest in the air, that there are preparations being made both by the revolutionist party on the one hand, and by the Imperialists on the other, so something serious may transpire. Whether the movement will be comprehensive, or sporadic, whether it will be successful or not, cannot be foretold. It is however probable that we are on the eve of trouble, and we shall do well to be on the alert.

Such is the summing-up of the situation by one well competent to offer his opinion. But in China, as elsewhere, it is always the unexpected that happens. The Nanking Exhibition, the first of its kind in China, was opened last Sunday without any of the dire accompaniments which certain journalists freely predicted. It may be that the present state of uneasiness may result similarly in nothing untoward occurring, for when all is said and done John Chinaman is a singularly law-abiding individual so long as the bitter burden of existence does not crush too deeply into his soul.

## NEWS OF THE DAY.

The estate of the late Sir Edward Williams, of the Imperial Tobacco Company, Ltd., has been valued at \$2,580,000.

M. Fallières showed signs of great overwork, and it is not denied in his entourage that the French President's state of health leaves much to be desired.

In connection with the charges of bribery preferred against Superintendent Haulain and Chief Engineer Chase, of the Calcutta Fire Brigade, both officers have been called on by Government to show cause why they should not be dismissed.

Presiding at the Royal United Service Institution recently over the first annual meeting of the Mid-Scotland Ship Canal National Association, formed for the purpose of furthering a scheme for the construction of a low-level deep-water canal from the Forth to the Clyde, the Duke of Argyll said that it was of great importance that the great military and naval establishments at Rosyth should have a "back door" and that the Clyde should become a great arsenal.

## THE ANNOYING COUGH.

YOUR cough annoys you. Keelson's Cough Remedy is the only remedy that will cure you. It is the only remedy that will cure you. It is the only remedy that will cure you.

## NEWS OF THE DAY.

We observe that a start is being made with the laying out of the garden in the enclosed spot near King Edward's statue in Royal Square.

One hundred and fifty-eight members of Parliament of all parties have presented a memorial to Mr. A. J. A. calling for definite action in the Congo unless Belgium abolishes forced labour before August next.

The case in which Sergeant Macnamara, of the Royal West Kents, was charged with the attempted murder of Assistant Surgeon Pereira, has been concluded in the High Court, Calcutta. The accused was found not guilty.

The Indo-China steamer Kuan Sang, which arrived at Singapore on June 1, had a rather melancholy voyage from Hongkong. On three consecutive days three Chinese babies were buried at sea. In two of the cases the cause of death was malnutrition and in the third case marasmus.

The world's youngest grandmother has been discovered at Richmond, Indiana, in the person of Mrs. Ernesta Tackler, who is now 28. Mrs. Parker was married when 13, and her daughter was married when 14. Mrs. Parker's great-grandmother is still alive at the age of 90, and so the baby just born to her daughter can boast the possession of a great-great-grandmother.

A telegram from Durban announced that a party from the whaler Mangoro have annexed Heard Island, in the South Indian Ocean, on behalf of Great Britain. The Daily Mail Durban correspondent states that the enterprise is said to be receiving international attention and that the French Consul at Durban has offered formal objection to the steps taken on the ground that the island is a French possession.

The aggregate value of the year's trade of Canada, according to a return just issued, is \$139,138,310, an increase of \$24,185,165 over the previous year and of \$5,342,465 in excess of the previous highest record achieved in 1907-8. The indications are favourable to a still greater showing for the current year, for which a conservative estimate places the total at \$164,383,563.

When the British section of the Canton-Kowloon Railway is in use week-end picnics to Taipo should become immensely popular, for we understand that the railway will issue week-end tickets to parties of five or more at half-price. A boarding house is to be erected at Taipo, so that every convenience will be offered to commuters on the railway—first, second and third.

Commenting on the proposed strengthening of the British Fleet in Eastern waters, the *London Standard* says: "The passage of the *Swiftsure*, and *Triumph* through the canal will be a notable event, as, since the conclusion of the war between Russia and Japan, the only British ships, except Japan, had a battleship stationed in the Far East. These two British battleships are of 11,800 tons, and each carries a remarkable armament of four 10 in. and fourteen 4.7 in. guns, besides fourteen 14-pounders, four 6-pounders, four machine guns, and a couple of light quick-firers. They have a speed exceeding twenty knots, and will greatly add to the strength of the British forces in the Far East."

## THE WATER SUPPLY.

How Matters Now Stand.

The monthly return issued by the Hongkong Water Authority for the month of May, and published in our last evening's issue, showed to what a low, ebb the Colony's supply had fallen prior to the welcome appearance of rain. As is always the case in periods of drought, the situation was only serious as far as Hongkong itself was concerned there being an ample quantity in the Kowloon reservoir.

On June 1st the total contents of the five Hongkong reservoirs was 74,193,000 gallons, or no less than 123,004,000 gallons below the figure for the corresponding date last year. With only an intermittent supply the total consumption during the month was 121,426,000 gallons, this being equal to nearly 4,000,000 gallons per day. Taking, therefore the consumption for the month of May as an average, the water in the reservoirs on June 1st was only sufficient to last about 18 days. Remembering that this average is worked out on an intermittent basis, and that a considerable additional quantity was consumed before the rain came, it will be seen how serious the situation had become.

The benefit of the rainfall will be quite obvious when it is pointed out that on the morning of the 6th inst. the total number of gallons in the Hongkong reservoirs was 191,143,000 gallons. This figure compares with 201,161,000 on June 10th of last year, the corresponding week-end report. This total is made up as follows:—Tytam, 66,870,000 gallons (compared with 69,390,000 gallons in 1909 and 11,040,000 gallons on June 1st this year); Tytam Bywash, 90,000 (compared with 1,185,000 and 64,000 gallons respectively); Pokfulam, 23,880,000 (compared with 21,150,000 and 1,880,000); Wong-nel chong, 7,672,000 (compared with 7,882,000 and 236,000); Tytam Intermediate, 78,841,000 (compared with 101,444,000 and 54,000). It will thus be seen that on June 6th this year there were 116,950,000 in the reservoirs stored than on June 1st.

## ALLEGED ASSAULT.

At the Magistrate's Court to-day before Mr. E. B. Halliday, S. E. Allana and R. D. Captain were summoned by Miss D. Huard for assault.

Mr. W. E. L. Shenton appeared to prosecute; Mr. Reader Harris represented Captain and Mr. F. Hott appeared for Allana.

A witness, who gave his full name as John Vana Aguba Bruce Robertson also James G. Robertson of Texas, said he chose to assume the name of Robertson since he left the Police Force.

Mr. Reader Harris—You were at one time in the army?—Yes.

And you deserted?—I beg your pardon, I never deserted.

You have been living with Miss Huard as husband and wife?—I have not.

Had you any intention of doing so?—I had and I have at the present time.

You have lived at her house?—I have, but I have not quite often.

You constituted yourself protector of Miss Huard?—At her own request, to a certain extent.

Why did you not protect her when Captain was using absolutely filthy language?—Because she asked me not to do so.

Did he call you a—?—I think he did.

When Captain was raising, or endeavouring to raise, blows on Miss Huard, would you explain the position you were in?

Witness drew a rough sketch indicating the position the parties were in when Miss Huard was struck.

The blow delivered by Allana on Miss Huard, was it delivered from the back or the front?—It was delivered from the front.

Miss Huard was facing Allana?—Yes.

Did she turn her back on him?—She did not.

The blow was delivered sideways?—Yes.

Your name was Carruthers?—It was.

With Miss Huard?—Yes.

When?—Since the first of last month. I work for a firm and get a fixed salary.

Is that export firm by any chance Messrs H. S. Holmes and Co.?—Mr. Holmes is manager of the firm.

Where you do any business?—Yes.

To what extent?—I have received my salary of \$200.

From Mr. Holmes?—Yes.

Do you know the owners of the firm?—I don't know.

Did he pay you by cheque?—No, by notes.

When did he pay you?—On the second of this month.

What commission did you earn?—I have earned no commission but I think I am in the way of earning commission.

How did you support yourself after you were dismissed from the police?—I was only fourteen days. I had enough to support myself and I was living with a friend who charged me absolutely nothing.

Was that friend Miss Huard by chance?—It was not.

You were going to say it was Miss somebody?—I was not.

Did she give you a diamond ring?—She did.

Did you sell it?—I did not.

What did Captain say to you when he returned to the dining room door?—He said all sorts of filthy things.

Did he call you a—?—I can't say. I should like to write some of the things he said down for his worship.

Mr. Hott—I would not bother about that. Have you been called a—before?—No. He said Miss Huard was keeping a—.

—Yes.

You knew he meant you?—Yes.

You thought the matter of no importance?—I did regard it as important but instead of assaulting him I wished to have him ejected by the police.

You said that Captain did call you a—?—I said what he said.

Miss Huard was keeping a—?—I had a good idea he meant me.

Were you in a position to call the police?—I was.

Was the house yours?—The house is not mine.

Whose house is it?—It is Miss Huard's.

You are quite certain Captain was not in a better position to call the police than you?—I am certain.

You were on very intimate terms with Miss Huard?—More than Captain was?—I have no knowledge of that.

You were on intimate terms with Miss Huard?—Yes, I am still.

You had no employment when you first went to Miss Huard?—No.

You sleep on the premises of the commission firm?—No.

Where do you sleep?—Is it necessary to answer that? I do not like people to know that I am mixed up with this business. It is a very unenviable business.

His Worship—Is there any particular reason why you should not answer the question?—

Witness then said he lived at Beaconsfield Arcade, top floor.

Why did you say it was unenviable to live there?—I did not say that. This case is most unenviable.

Most unenviable?—I did not want people to know that I was connected with this case.

You are connected with it? You are in it up to the neck. Doesn't Mr. Holmes live there?—He only removed there yesterday.

And it is the address of the firm?—No, the address of the firm is No 2 Pedder Street.

How does that address connect you with the firm?—It does not.

In answer to further questions witness said that Captain had gone there with the intention of doing Miss Huard and himself "grave bodily harm." (Laughter.)

Re-examined by Mr. Shenton witness said that he had purchased his discharge from the army in Hongkong.

Can you tell us the motive for the assault?—For the month of March Captain's throat collected chills.

Mr. Harris—I object to all this,—he can only know from what Miss Huard has told him.

His Worship—As far as you know, of your own personal knowledge and no further, what is the motive?—Simply quarrels.

Over money matters?—Yes.

In which you were mixed up?—When I first went to Miss Huard she was absolutely in Captain's power. I showed her what to do to get out of it. That is only where I am mixed up in it.

You say you constituted yourself her protector?—Did you mean against Captain?—I went to her house as a protector in order to ease her mind.

Was there anyone else?—No, nobody else.

Then it must have been Captain?—Was that so?—It was so and to ease her mind.

When you said so and to ease her mind?—Captain and Allana.

In what respect were you her protector?—None whatever.

Has anyone spoken to them in connection with this case?—Miss Huard's affairs—I had sent Captain one bit.

Further evidence was called, and the case was adjourned.

## TORPEDO BOATS RE-FLOATED.

(Independent News Agency's Service to the China Mail.)

Texto, June 8.

The two Japanese torpedo boats which were driven ashore during a gale in the Bay have been refloated.

## GERMAN POLITICS.

COLONIAL SECRETARY RESIGNS.

(Reuter's Service to the China Mail.)

London, June 7.

Herr Dernburg, the German Colonial Secretary, has resigned.

His resignation is attributed to want of sympathy towards him exhibited by the reactionary elements of the Government.

London, June 8.

The Times Berlin correspondent states that the Kaiser and the Imperial Chancellor (Dr. Bethmann-Hollweg) fruitlessly endeavoured to persuade Herr Dernburg to withdraw his resignation, and adds that he believes that the late Colonial Secretary has planned a journey to Japan and the Far East.

## ANOTHER ITALIAN EARTHQUAKE.

FEARED TO BE MOST SERIOUS.

(Reuter's Service to the China Mail.)

London, June 8.

A message from Naples says that an earthquake occurred during the night in the Province of Avellino.

Houses collapsed, and the people are camping in the open.

The disaster seems most serious.

Bodies are already being recovered, and the King and Queen of Italy have gone to the scene, while relief parties are also being despatched thither.

## BRITISH TRADE RETURNS.

BIG INCREASES FOR MAY.

(Reuter's Service to the China Mail.)

London, June 8.

The trade returns for the month of May show increases in imports amounting to £10,414,631 and in exports totalling £4,081,565.

## PRINCE FUSHIMI'S HOMECOMING.

(Reuter's Service to the China Mail.)

London, June 7.

Prince Fushimi has left St. Petersburg, and is travelling overland to Japan.

## BIG SHIPPING DEAL.

(Reuter's Service to the China Mail.)

London, June 7.

The Royal Mail Steam Packet Company has agreed to purchase the whole of the Pacific Steam Navigation Company's share capital at a price of £25 per share.

## CANTON VICEROYALTY.

PROBABLE NEW APPOINTMENT.

(Wah Tze Yat Po's Service.)

Peking, June 7.

Information from a reliable source states that H.E. Tuan Fang, ex-Viceroy of Liang Kiang, will be appointed Viceroy of Canton.

An Imperial Edict has confirmed the decision of the Board of Civil Appointments that H.E. Yun Hsu Han, the present Viceroy of Canton, be degraded but not deprived of office.

## WHANGPOO CONSERVANCY SENSATION.

FUNDS EXHAUSTED.



## CHARGES AGAINST EUROPEAN SURVEYOR.

## Prisoner Committed For Trial.

At the Magistrate's court this morning, before Mr. J. R. Wood, two charges were preferred against John Gardiner, formerly a Surveyor in the Public Works Department. The first was of obtaining a diamond ring by false pretences from the Po Shing Jewellery Firm on May 28th last, while the second charge was of forging the name of E. B. Read, surveyor.

Detective Sergeant Appleton prosecuted, and Mr. J. H. Gardiner defended. Questioned by Mr. Gardiner's complainant, the witness said that he did not know the defendant when he came to his shop. Defendant examined some rings and chains. After selecting a ring he put it in his pocket. Defendant did not give him his name but said he was from the P. W. D. and asked if complainant did not know him. Complainant said he knew of the P. W. D. and did not ask defendant where he lived.

Mr. Gardiner—Do you know what the P. W. D. is?—There are architects there. Detective Sergeant Appleton—It is a difficult question to answer. I don't know. Who manages the P. W. D.?—I don't know.

Mr. Gardiner—You understood the P. W. D. was his address?—Yes. If he had given his name as John Smith, Hongkong Hotel, would you have given him the ring?—No.

Why not?—Because people at the hotel are not usually personally receiving there. Supporting his case, the witness said that 50 Queen's Road—I would not have given it to him. The only reason was that the address was as defendant had said. My fork told me so.

Learned to make enquiries?—Yes. How did you find out he was at the P. W. D.?—My fork had received payment from him before.

Mr. Gardiner—Oh, you received payment before. I thought you told us you had never sold him anything before?—He received payment on behalf of a previous employer.

Where was your fork before?—He was at the Kowloon Cricket Club. If defendant had returned the ring the same day complainant would not have taken proceedings but in the meantime he had had the ring for some time.

E. B. Read stated that he knew defendant who was not now in the P. W. D. Defendant left about the end of March. Witness did not know defendant's name. He was in his name in any way. He did not write the entry in complainant's book.

Cross-examined by Mr. Gardiner witness said he did not know whether letters addressed to defendant at the P. W. D. had been delivered since he was supposed to have left.

Detective Sergeant Appleton stated defendant when arrested was staying at the Queen's Hotel under the name of "J. Smith." Defendant at first said he knew nothing about the matter but then said "I have it for you." Defendant asked if the matter could not be settled without coming into court.

No evidence was called for the defence and Mr. Gardiner urged authorities to show that the charge of forgery had not been sustained.

His Worship committed defendant for trial.

## CORRESPONDENCE.

## LACK OF WATER SUPERVISION.

(To the Editor of the "CHINA MAIL.")

Sir,—May I give vent to a complaint through the medium of your paper on the matter of water which has been the cause of so much anxiety lately.

All householders residing towards the west of the Colony must have experienced great inconvenience yesterday owing to the water supply having been cut off. The reason for this is inexplicable since the supply in the Central district was in no way curtailed throughout the day. In view of the rainfall recently, I feel that even though the water supply of the Colony be limited, householders are entitled to a few hours supply daily for the sake of convenience. The fact of good water being wasted through lack of supervision, much to the delight of the coolies who stood regarding the copious escape as a huge joke.

It would be well if the P. W. D. gave these operations proper supervision in order that there might not be inconvenience by oversight on the part of those in authority.

Thanking you for space,  
I am, &c., J. P.

## BRITISH INCOME TAX AND NON-RESIDENTS.

(To the Editor of the "CHINA MAIL.")

Sir,—The withdrawal by the passing of the British Budget for 1909-10 of the right to claim repayment of British Income Tax less enjoyed by Colonial, Indian and Foreign Residents, makes a very serious difference to them. Permit me to inform them through the medium of your columns, while there is yet time, that claims can still be made for the two years ended April 5th, 1909, by persons who have been in the United Kingdom for less than two years.

Persons who are not in the United Kingdom for less than two years, but who have been in the United Kingdom for less than two years, may claim a refund of the income tax paid in the United Kingdom for the two years ended April 5th, 1909, by persons who have been in the United Kingdom for less than two years.

Claims can also be made by certain persons for the years named in respect of interest or Dividend paid in the United Kingdom or Source of Foreign Income or British Possessions, irrespective of the total income.

Claims of the latter class for the year ended April 5th, 1910, must be made before October 5th, 1910.

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E. MONTAGUE, Secretary.

## SANITARY BOARD.

Mr. E. D. C. Wolfe presided over a meeting of the Sanitary Board on Tuesday afternoon when there were present Hon. Mr. W. Chatham, Hon. Mr. A. W. Brown, Hon. Mr. E. A. Hewett, Mr. A. Shelton Hooper, Dr. G. L. Fitzwilliams, Mr. Ng Han Tan, Mr. Lau Chu Pak, Dr. F. Clark, Medical Officer of Health, Dr. W. W. Pearce, Assistant Medical Officer of Health, and Mr. W. Bowen-Rowlands, secretary.

Inspector S. KELLY.

A minute by the Head of the Sanitary Department was submitted with regard to the revision of Inspector S. Kelly to the Sanitary Department.

Mr. Shelton Hooper—Does this increase the staff?—No. We have been one inspector short since the last inspector was transferred to the office of Imports and Exports, and I have been endeavouring to get another man, but until the report of the working of the Excise Service came in the Government did not wish to have the vacancy filled. However, on Inspector Bullen going on leave, the staff was reduced to 21 instead of the usual 24, so I brought a certain amount of pressure to bear, and as a result Inspector Kelly, formerly of this department, and no longer being required on the railway, reverted to this department.

The paper was laid on the table.

A report was submitted relative to the alignment of the site in the Colonial Cemetery for the use of the naval and military commissioned officers and civil servants.

The President said that it was not quite clear from the map prepared which portions had been allotted to the navy, the army and civil servants. Consequently the papers were re-circulated, the committee visited the cemetery and agreed upon the sites stated in the report. He thought it would be well, as the Vice-President suggested, to fill in the remaining eastern portion before having any further reference to the western portion. It seemed to him useless to start in four different places.

Mr. Shelton Hooper thought the committee's report preferable to the suggested amendment, although he did not oppose it.

The Vice-President said that the idea was that the naval and military should have their respective areas.

Hon. Mr. W. Chatham said the difficulty that occurred to him was that there was no appointment made of the burial of a person in the past present use.

The part used hitherto had been allowed to lie idle, and he did not see any sufficient reason at the present time for departing from the arrangement which had hitherto been enforced.

The President thought it would be well to continue the use of the present portion of ground for civil servants and to divide the whole of the other plot between the naval and military.

This was agreed to.

A PETITION.

An application was considered for permission to use stall No. 32 in the Central Market for the storage of poultry. The application was accompanied by a petition drawn up by a firm of lawyers.

The President said he thought the Board ought not to encourage these petitions being brought forward. The idea was that from the correspondence, it was forwarded by the applicant's solicitors, and the matter was not one to be put before the Board, although they wanted it to go before the Board.

He thought they ought to return the petition as there could be no doubt about section 73. When there was any question which concerned the Board, he thought members would agree that he had never failed to bring the matter before the Board, and he was glad to have the matter supported regarding the returning of the petition, which was quite uncalled for.

The applicant first went to the speaker; and not being able to get what he wanted, he brought the matter before the Board.

Mr. Shelton Hooper did not agree that a petition addressed to the Board should be returned without the Board seeing it. He thought, if it was addressed to the Board, that members should be judges as to whether it should be returned and he did not think it was the duty of the Board to return a petition without seeing it.

He thought an answer should be sent saying the Board had considered it, but he did not think they should allow that the Department should be judges as to whether a petition to the Board should be returned and he did not think it was the duty of the Board to return a petition without seeing it.

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The President—In this petition the man says he wants a stall, but so far he has not succeeded in getting it because the Head of the Sanitary Department would not let him have it.

Mr. Shelton Hooper—I quite support you.

Hon. Mr. Brown—I think we are all agreed that the Board is unable to entertain the petition at the moment.

Mr. Shelton Hooper—Yes, I quite agree with that.

It was decided that the petition should be returned.

CHRISTIAN OR NON-CHRISTIAN.

With regard to an application made by Mr. Chan Wing To for permission to bury interred remains in the Protestant Cemetery the President said this was a question as to whether members decided to adopt the report of the committee.

The committee decided that this applicant should be told that the remains buried at Mt. Caroline at present must not be removed to the Colonial Cemetery. He was afraid that since the laying out of a portion of the Colonial Cemetery for Christians the question would arise now in the case of Chinese and others as to whether they were Christians or not and he did not think that because these Chinese were Christians, their forefathers necessarily were. The fact of the mother being buried at Mt. Caroline seemed to imply that she was not otherwise buried, but he thought the committee should have been buried in the Colonial Cemetery. He thought the ones of the truth as to whether they were a race of Christians lay with them. If the applicant could satisfy the Board, they had no right to refuse.

Hon. Mr. Chatham—Apart from the question of religion it seems to me that it would be undesirable to allow any general practice of removing remains interred in one cemetery to another cemetery. I think that once an interment has taken place in the Colonial Cemetery, and the remains should be very grave reasons for disturbing the grave and I move that the application be refused.

Hon. Mr. Hewett seconded.

Hon. Mr. W. Brown—I think, sir, the fact is that the applicant already has a grave in the Colonial Cemetery, and he does not wish to encroach on any other ground.

The President—I am not aware that he has.

Hon. Mr. Chatham—It is very exceptional if he has.

The President explained that this application was brought about through a portion of the new tomb in the Mt. Caroline Cemetery being resumed and those buried there were recommended for re-burial in section D, where they would practically have no more room, and the remains would not be exhumed. This applicant was not prepared to have the remains buried there.

Hon. Mr. Brown—If the applicant has not a site, I agree that the application should be refused.

The motion was carried.

THE MERCHANT SERVICE GUILD.

The following have been sent to us for publication: Her Majesty the Queen, Buckingham Palace.

The Imperial Merchant Service Guild, representing fifteen thousand Captains and Officers of the British Merchant Service, humbly approach Her Majesty in order to convey the sense of their warmest and most respectful sympathy with Her Majesty and the Royal Family in the crushing blow which has suddenly befallen them.

T. W. MOORE, Secretary.

The Prince of Wales, Marlborough House.

The Imperial Merchant Service Guild, representing fifteen thousand Captains and Officers of the British Merchant Service, most respectfully tender to His Royal Highness the expression of their deepest sorrow at the death of His Majesty and the humble assurance of sincere sympathy on the part of all those of his subjects who command or officer vessels sailing under the Red Ensign.

T. W. MOORE, Secretary.

In reply the following telegrams were received from Buckingham Palace at 10 p.m. on the same date:

"The King sincerely thanks the Imperial Merchant Service Guild for kind telegram of sympathy."

Buckingham Palace, The Secretary.

Imperial Merchant Service Guild.

"My grateful thanks to the Imperial Merchant Service Guild for their kind message of sympathy. I am deeply touched by the sorrow expressed by the Captains and Officers of the British Merchant Service in the loss of my beloved husband."

ALEXANDRA.

SPORTING.

Interport Polo.

Neither Tientan nor Tai-tao can send a polo team to Shanghai this summer, so the only interport fixture will be the match between Hongkong and Shanghai for the Kwai-kei Cup. The Hongkong team is due to arrive in Shanghai on June 19.

Hongkong Volunteer Reserve Association.

SHOOTING DATES FOR JUNE, 1910.

Saturday, 11th June.—King's Park Range, 2.30 to 4.30, 500 Yards. 4.30 to 6, Sunday, 12th June.—King's Park Range, 8.30 to 11, 500 Yards. 11 to 12.30, 200 Yards.

DODGINS CUP (FINAL).

Saturday, 18th June, 2.30 to 5.30, 800 Yards, Peak Range.

Sunday, 19th June, 10 to 12.30, 800 Yards, Peak Range.

Lightweight Boxing Championship.

A Router's telegram to the Straits Times says that the lightweight boxing championship of the world took place at the National Sporting Club between Freddy Welsh of Pontypool and Paddy Macfarland of Chicago. The fight was drawn, after twenty rounds.

"Daily Mail" Empire Shooting.

The final scores in the Daily Mail Empire Shooting Competition show that the leaders are Grenville College (New South Wales) 819; North London Rifle Club, 810; the Malay States Rifle Club are 810; Hongkong 806 and Penang 115th.

## SCOTTISH SPORT.

(From Our Own Correspondent.)

EDINBURGH, May 17.

FOOTBALL.—THE CHARITY MATCHES.

The curtain is down on senior football, and for a fortnight we have been passing through "the last phase," the Charity Matches. The proceeds of these games, as you are aware, go to the support of Jewish institutions.

In Glasgow, the Cup went to the Clyde, Third Lanark being the runners-up. The winning of this Cup does not carry with it the same high honour as the acquisition of the Scottish Cup. And this season it was a comparatively easily gained trophy.

Clyde has never before won it, a club that may, without unfairness, be described as the best Cup-playing side in the West. Clyde have had a long, but not too glorious a career, and it is late in their history for the honour to come to them. It is an old story now of how they threw away the Scottish Cup at Dundee, and to gain the Charity Cup does not provide complete consolation. They have the satisfaction, however, of knowing that few teams have reached both finals in the same season, and also of having placed themselves in the position of top rankers.

In Edinburgh, the Rosebery Cup went to Hibernians, after a tussle with Leith, a club which this year has done good work in the Second Division.

In neither city, unfortunately, has the Charity Cup contests had the usual success. They have gone down both on play and finance. The money raised is far below the average of late years, and the suggestion has been made of stopping the competition, but it has not been carried out.

Before the enthusiasm for football is on the wane.

CRICKET.

The short Scottish cricket season opened about a fortnight ago. As yet few matches of importance have been played. Cricket takes a back place among our Scottish sports. All the clubs are practically amateur, with a few bowlers imported from England to give a stiffening. We do not seem to be able to give cricketers here time and again attempts have been made to popularise the game, but to little effect.

Golf claims most of those who should be its best recruits. For this, perhaps, there is little wonder. In golf a man plays all the time. In cricket he has to stand long afterwards waiting for a turn to make a duck's egg, at the wicket, or what seems even longer afterwards, the waiting for the batsman to come in.

Our springs, like the present one, are often of an Arctic nature, and our short summer are cut up by holidays. However, our few cricketers make the best of it, and sometimes we put up a fairly good fight against teams from the South.

We cannot lay that flattering unction to our soul, however, in regard to our meetings with Yorkshire. The Tykes came to Glasgow last week, and the Western Counties met them, only to show how completely they were outclassed. The visitors could have won any time they pleased, and the Western Counties were left with an innings to spare.

Among the principal club matches are:—Glasgow, 158 for 7 wickets; East Strathgairn, 151.

Dunblair, 73; Edinburgh University, 188. Edinburgh R.F.C., 55; Leith Caledonian, 102, for which Dr. Gordon, the Australian American player did good service with bat and ball.

Greenock, 108 for 6 wickets; Drumchapel, 175 for 6.

Greenock, 147; Pollock, 136. West of Scotland, 180; Strirling County, 128.

GOLF.—THE LADY CHAMPION.

At Westward Ho, the eighteenth annual tournament for the Ladies' Golf Championship was won by Miss E. Grant Stirling, a Scottish International player, a member of the Sunningdale Club, and an East Lothian golfer.

KING EDWARD AND GOLF.

As is well known, the late King Edward, in spite of his many occupations, was a great lover of golf. His acquaintance with the Royal and Ancient game dated back to the time when he was a student at the Royal High School of Edinburgh and in the chemistry class at Edinburgh University.

He once visited Musselburgh and played with Sir James Gardiner Baird of Edmonstone.

On his initiation into the mysteries of the game, the late Tom Brown, father of the ex-champion, acted as caddy. But he was not content with the game of golf, he was also a keen player of the game of golf.

He headed the club to Sir James Baird, who then presented it to the Prince.

Brown was a keen golfer, and came down heavily upon the slightest transgression of the rules of the game. The presence of a royalist did not overawe him. On one occasion Tom seemed to think the Prince was pushing the ball instead of striking. He blurted out, "Ye mannae do that."

At the time of his marriage, the late King became patron of the Royal and Ancient Club of St. Andrews. A gold ball, in honor of the royal alliance, was then placed on the silver club. In later years, when golf began to occupy the large place it now does in the recreations of so many Britons, King Edward was quick to appreciate the spirit of the times.

For the use of his family and the guests he had golf courses laid out within the grounds at Windsor and Balmoral, and it is known that though he played little in recent years there was not a keener follower than King Edward. Our new King is said to be a fairly good golfer.

THE LOST BALL.

Heated one day was my temper, was wandering about for three, and my ball was wandering widely.

Away from the driving ball, I cared not what I was doing.

The game had been lost and won, But I struck one ball superbly.

In the face of a blinding sun, It fell (and so did my spirit).

Where the fairway was merged in rough, And I wandered in blind alleys.

Till I felt I had had enough, 'Twas the limit, the crowning sorrow.

And without a single gasp, I leaped my wondrous spirit.

With a loud, explosive word, It may be that some small caddy.

Will find where I searched in vain, Or that, perchance, he-morrow, I'll look for that ball again.

But I don't think I shall.

W. M. in the Glasgow News.

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## Shipping.

## PENINSULAR &amp; ORIENTAL STEAM NAVIGATION COMPANY.

Will dispatch VESSELS to the Undermentioned PORTS on or about the DATES named—

FOR	STRANES	To SAIL ON	REMARKS
LONDON, via UGAI PORT	ASSAYE	11th June	See Special of Date
LONDON & ANTWERP	BORNEO	About 15th June	Freight and Pass.
Penang, Singapore, Cebu, Hongkong, Shanghai, Kobe, Yokohama, and MANILA	Capt. W. H. S. HALL	June	Passage.
SHANGHAI, MOJI, KOBÉ, SOMALI, and YOKOHAMA	Capt. A. G. COMPTON, R.N.R.	About 15th June	Freight and Pass.
SHANGHAI	DELTA	About 23rd June	Freight and Pass.

E. A. HEWITT, Superintendent.

## CANADIAN PACIFIC RAILWAY CO'S. ROYAL MAIL STEAMSHIP LINE. EXPRESS LINE.

Between China, Japan and Europe, via Canada and the United States, calling at Hongkong, Shanghai, Nagasaki (through the Inland Sea of Japan) Kobe, Yokohama, Victoria, and Vancouver, B.C.

The only line that maintains a Regular Schedule Service of 13 DAYS YOKOHAMA TO VANCOUVER.

SAVING 5 TO 7 DAYS OCEAN TRAVEL.

Proposed Sailings from Hongkong and Quebec.

Connecting with Royal Mail Atlantic Steamers.

From Hongkong	From Quebec
EMPERESS OF CHINA	ALLAN LINE
SATURDAY, 25th JUNE	FRIDAY, 22nd JULY
EMPERESS OF INDIA	EMPERESS OF IRELAND
SATURDAY, 16th JULY	FRIDAY, 12th AUG.
EMPERESS OF JAPAN	ALLAN LINE
SATURDAY, 6th AUG.	FRIDAY, 2nd SEPT.
EMPERESS OF CHINA	EMPERESS OF BRITAIN
TUESDAY, 16th AUG.	FRIDAY, 23rd SEPT.
EMPERESS OF INDIA	ALLAN LINE
SATURDAY, 27th AUG.	FRIDAY, 14th OCT.

Empress' Steamships leave Hongkong at 6.0 p.m. and at 12 Noon. Each Trans-Pacific Express connects at Vancouver with a Special Mail Express Train and at Quebec with Atlantic Mail Steamer as shown above. The Empress of Britain and Empress of Ireland are magnificent vessels of 14,500 tons, speed 20 knots, and are regarded as second to none on the Atlantic.

The Empress' steamers on the Pacific and the Atlantic are equipped with the latest wireless apparatus.

Passengers booked to all the principal points in Canada, the United States and Europe, also around the World.

HONGKONG TO LONDON, 1st Class, via Canadian Atlantic Port or New York (including Meals and Berth in Sleeping Car while crossing the American Continent by Canadian Pacific direct line).

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SPECIAL THROUGH RATES (First Class only) are granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services of China and Japan Governments.

Through Passengers are allowed 'Stop Over' privileges at the various points of interest on route.

R. M. S. 'MONTEAGLE' carries only 'One Class' of Saloon Passengers (termed Intermediate) the accommodation and commissariat being excellent in every way.

HONGKONG TO LONDON, Intermediate, on Steamers and 1st Class on Canadian and American Railways, 2nd class on Atlantic.

Via Canadian Atlantic Port \$45.

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For further Information, Maps, Guide Books, Rates of Passage and Freight, apply to D. W. GRADDOCK, General Agent, Corner Pender Street and Praya (opposite Blake Pier).

## PORTLAND &amp; ASIATIC S.S. CO.

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FOR PORTLAND, via MOJI, KOBÉ and YOKOHAMA.

WITH LIBERTY TO CALL AT HONOLULU & SAN FRANCISCO.

STEAMSHIP	Tons	Captain	To SAIL
SELJA	4455	OLAF LID	About 23rd June.

Through Bills of Lading issued to Pacific Coast Ports and all Eastern, Canadian and United States Ports. For through rates of Freight and further information, communicate with or apply to

FRED J. HALTON, Agent.

## DOUGLAS STEAMSHIP COMPANY, LIMITED.

## HONGKONG—SOUTH CHINA COAST PORTS.

HIGHEST CLASS, fastest and most luxurious Steamers on the Coast, having splendid Accommodation for First-Class Passengers. Electric Light and First-Class Cuisine.

STEAMSHIP	For	LEAVES
HAIYANG	SWATOW, AMOY & FOCHOW.	FRIDAY, 10th June, at 10 a.m.
HAICHING	SWATOW, AMOY & FOCHOW.	TUESDAY, 14th June, at 10 a.m.

For the convenience of Passengers, Steamers will arrive at, and depart from, the Company's Wharf (near Blake Pier).

For Freight and Passage, apply to

DOUGLAS, LAPRAIK & CO., General Managers.

Hongkong, November 17, 1908.

## THE EASTERN &amp; AUSTRALIAN MAIL SERVICE.

## TO AUSTRALIA.

## MAIL SCHEDULE.

(SUBJECT TO MODIFICATION.)

STEAMERS	ARRIVE HONGKONG FROM AUSTRALIA	LEAVE HONGKONG FOR AUSTRALIA
EASTERN	June 4	June 27th, at Noon
ADENHAM	June 28	July 20th, at Noon
EMPIRE	July 28	Aug. 20th, at Noon

The above Steamers are fitted with Refrigerating Machinery, ensuring a plentiful supply of Ice, Fresh Provisions, etc., and are lighted throughout with Electricity. All State-Rooms have Electric Fans. A day qualified Doctor and Stewards are carried.

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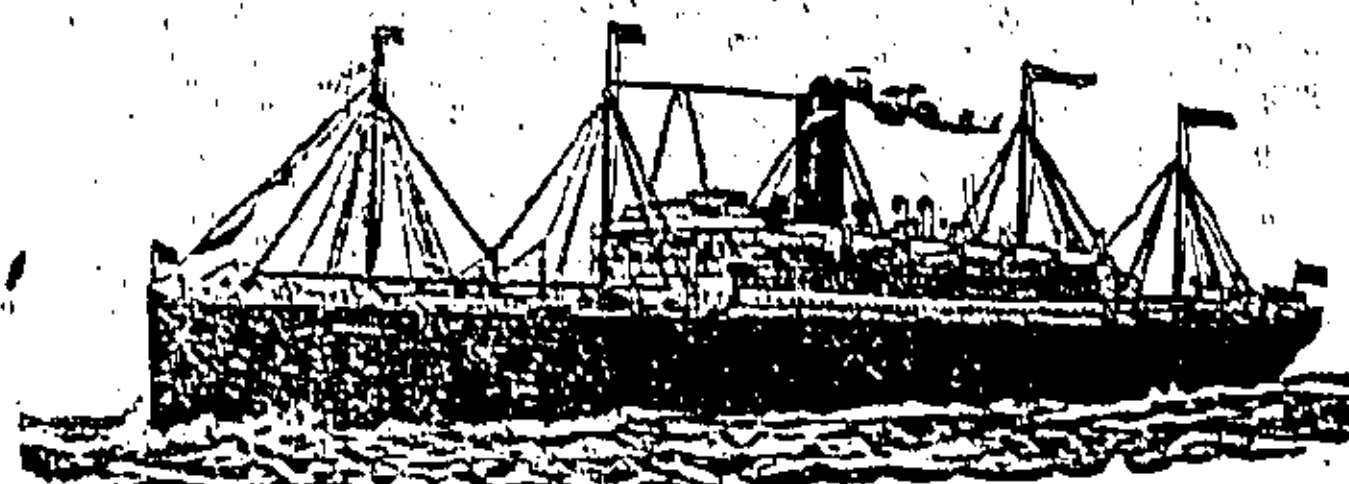
J. B. LIVINGSTON & CO., Agents.

Hongkong, November 2, 1908.

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## PACIFIC MAIL S.S. COMPANY, TOYO KISEN KAISHA.

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## SEMI-TROPICAL ROUTE.

Only line taking the warm Southern Route across the Pacific via Honolulu, Oahu, the most fertile and beautiful island of the Pacific.

## PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION)

STEAMERS	Tons	SATURDAY	11th June, at 1 p.m.
CHIYO MARU	21,000	SATURDAY	2nd July, at 1 p.m.
MONGOLIA	27,000	SATURDAY	9th July, at 1 p.m.
TENYO MARU	21,000	SATURDAY	16th July, at 1 p.m.
ROSE	18,000	SATURDAY	30th July, at 1 p.m.
NIPPON MARU	11,000	SATURDAY	6th Aug., at 1 p.m.
SIBERIA	18,000	SATURDAY	13th Aug., at 1 p.m.
MANCHURIA	27,000	SATURDAY	20th Aug., at 1 p.m.

The T. K. K. s.s. CHIYO MARU will be despatched for San Francisco, via Shanghai, Nagasaki, Kobe, Yokohama, Shimizu, Yokohama and Honolulu, on SATURDAY, June 11th, at 1 p.m.

Fares: Hongkong to London £71 10. Return six months £120 2s. months £125; including Berth and Meals across America.

## INTERMEDIATE SERVICE.

Asia ..... 9,500 Tons, SATURDAY, 18th June, at 1 p.m.

China ..... 10,200 " SATURDAY, 13th Aug., at 1 p.m.

The s.s. ASIA will leave for San Francisco, via Keelung, Shanghai, Nagasaki, Kobe, Yokohama and Honolulu, on SATURDAY, June 18th, at 1 p.m.

The fine Mail Steamers ASIA and CHINA carry Intermediate passengers only, affording superior accommodation for that class.

Hongkong to London: via Canadian Atlantic Ports ..... £43.

SPECIAL RATES (first class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Services of the China and Japan Governments.

Through Bills of Lading issued to Japan, North, Central and South American Ports. For further information as to Passages and Freight, apply to the Agency of the Companies, KING'S BUILDING (opposite Blake Pier).

FRED J. HALTON, Agent.



## OSAKA SHOSEN KAISHA.

## REGULAR SERVICES, PROPOSED

## SAILINGS FROM HONGKONG—

(SUBJECT TO ALTERATION.)

## TRANS-PACIFIC SERVICE

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THE CHICAGO, MILWAUKEE & ST. PAUL RAILWAY.

The only direct train service, without transshipment, also shortest and fastest route from the Pacific Coast to CHICAGO.

Taking cargo on through Bills of Lading to all Overland Common Points in the United States of America and Canada, also to the Principal Ports in Mexico, Central and South America.

For	Steamers	Tons (gross reg.)	Leaves
TACOMA, via KEELUNG, MOJI, KOBÉ & YOKOHAMA	TACOMA MARU, Capt. H. Yamamoto.	6,178	Wednesday, 15th June, at Noon.
TACOMA, via MOJI, KOBÉ, PANAMA MARU, and YOKOHAMA	PANAMA MARU, Capt. —	—	Wednesday, 29th June, at Noon.

The Co.'s newly built steamers have fair speed. Superior accommodation for storage passengers steamed AMERICAN. A limited number of Cabin passengers carried at low rates. Best adapted rooms for carrying Silk, Treasure and Parcel. Special attention given towards Express connection.

## HONGKONG, SOUTH CHINA COAST PORTS AND FORMOSA SERVICE

For	Steamers	Leaves
ANPING, via SWATOW & AMOY	SOSHU MARU, Capt. Y. Yamamoto.	WEDNESDAY, 8th June, at 10 a.m.
SHANGHAI, via SWATOW, AMOY and FOCHOW	CHOUSHU MARU, Capt. T. Suroga.	THURSDAY, 9th June, at 10 a.m.
SWATOW, AMOY & TAMSUI	DAIJIN MARU, Capt. Y. Kaburaki.	WEDNESDAY, 12th June, at 10 a.m.
SWATOW, AMOY & TAMSUI	DAIGI MARU, Capt. H. Muroyama.	SUNDAY, 19th June, at 10 a.m.

Special Reduction of 20% will be allowed to 1st and 2nd Class passengers to Shanghai in connection with the Nanking Exposition from June 1st, 1910.

Fair speed. Superior passenger accommodation. Electric light throughout.

The newly built steamers: 'CHOUSHU MARU' and 'DAIJIN MARU'—First-class cabins—AMERICAN.

For information of Freight, Passages, etc., apply at the Co.'s local Branch Office at Second Floor, 12, Queen's Buildings.

T. ARIMA, Manager.

## NORDDEUTSCHER LLOYD, BREMEN.

## IMPERIAL GERMAN MAIL LINES.

For	STEAMERS	To SAIL
NAPLES, GENOA, ALGERS, GIBRALTAR, SOUTHAMPTON, TON, ANTWERP & HAMBURG	PRINZ EITEL FRIEDRICH, Capt. E. Malchow.	WEDNESDAY, 16th June, at Noon.
SHANGHAI, NAGASAKI, KOBÉ & YOKOHAMA	ROON, Capt. H. Rehm.	WEDNESDAY, 16th June.
MANILA, YAP, SAMAR, NEWGUINEA, BRISBANE, SYDNEY and MELBOURNE	PRINZ SIGISMUND, Capt. D. Lenz.	SATURDAY, 18th June, at Daylight.
YOKOHAMA and KOBÉ	COELN, Capt. H. Raegener.	TUESDAY, 22nd June.
KUDAT and SANDARAN	BORNEO, Capt. F. Sembill.	End of June.

For further Particulars apply to

Norddeutscher Lloyd, MELOHRS & CO.,

General Agents, Hongkong & China.

## ST. ANTHONY OF LISBON.

(CONTINUED.)

St. Anthony, whose feast is celebrated by Roman Catholics next week, was born at Lisbon on August 15, 1195. He was the son of Martin de Bulho, grandson of a French nobleman of the same name, who, 50 years before, crossing the border of Portugal with other Crusaders, helped Dom Alfonso Henriques in recovering Lisbon from the yoke of the Moors. His mother was Dona Theozza Taveira, a noble descendant of D. Froila I, fourth King of the no-Gothic monarchy of the Asturias. He was baptised with the name of Ferdinand. In August 1210 he joined the Order of the Congregados Regrantes of St. Augustin in the Mosteiro de St. Vicente de Fora at Lisbon.

In 1216 or 1217 the Order of the Minor Friars, founded by the St. Francis d'Assisi, was established in Portugal, and a small convent was built close to Coimbra by these Friars and was named St. Antonio (after St. Antonio des Olivas.) Very soon Ferdinand joined the Order of Franciscans, when he substituted his name for that of Antonio. In 1220 having completed his one year's novitiate he was professed and was sent to Morocco in company with a Spanish Friar, Fr. Felipe. Whilst in Mauritania his health began to fail and after a few months he was compelled to return to Portugal to recruit his health. But the ship in which he travelled was caught in a terrible storm and lost her course and was thrown on the coast of Sicily. During his sojourn there he had the pleasure of knowing his Seraphic Patriarch, Francis d'Assisi. Subsequently he was transferred to an hermitage called Monte Paulo, where he spent a quiet life.

In March 1222 Antonio was ordered to go with other Dominican and Franciscan friars to the city of Forli, when he preached for the first time during the ordination of his confessor. In Faenza, Forli, Imola, Bologna and Rimini he made innumerable conversions by his preaching. He was the first professor of Theology in his order at the Bologna convent.

From Bologna he was ordered to France and it was in Montpellier that he made extraordinary conversions. In 1225 Antonio was appointed guardian of the Convent de Puy in Narbonne and in the following year was appointed to the same post at Limoges.

By the death of his superior general St. Francis d'Assisi he was called to be present at the election for the minister general of the order. He was detained at Rome on his way to Assisi, when Pope Gregory IX had the opportunity of hearing his sermons.

After crossing the Adriatic and preaching at various Austrian shrines and many cities in Italy, he went to Padua, just before Lent in 1228. During the years of his apostleship he was very zealous in all his work for the honour and glory of God.

It was on the ninth of June 1231 that Antonio of Lisbon gave up his soul to his Creator.

## CANADA'S NAVY.

The flag which the Canadian Navy will fly is not yet definitely decided on. Sir Wilfrid Laurier, during a discussion on the Navy Estimates, said that the suggestion had been made to Canada that the Navy should fly the White Ensign with the Canadian arms.

The uniform which officers is suggested, shall adopt is the uniform of the Imperial Navy, substituting the maple leaf for the laurel on the buttons. There was no opposition to the suggestion that officers' daily pay should be for a captain \$24, 10s., for a commander 24s. to 28s., for a lieutenant 18s. to 22s., for a sub-lieutenant 12s., and for midshipman 8s. An engineer captain will receive \$34, an engineer lieutenant 16s. to 22s., an engineer sub-lieutenant 12s., a fleet paymaster 28s. to 36s., a staff paymaster 21s. to 29s., a paymaster 20s. to 24s., an assistant paymaster 12s. to 16s., surgeons 16s. to 20s., chief warrant-officers 14s. to 20s., warrant-officers 10s. to 15s., and seamen 2s. to 5s. 6d.

Men in the engine-room department will be paid 3s. to 10s., and artisans and writers the same.

## J. T. SHAW,

## Tailor and Outfitter.

## Ellwood's Helmets, 1910 Style.

## PITH HELMETS FOR MEN.

## PITH HELMETS FOR BOYS.

## THERMOS FLASKS, ISOLA FLASKS.

FROM \$4.50.

Hongkong, November 1, 1908.

## Shipping.

## INDO-CHINA STEAM NAVIGATION CO., LD.

## PROJECTED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

FOR	STEAMERS	To SAIL
SHANGHAI, KOBÉ and YOKOHAMA	CHONGSHING	FRIDAY, June 10, at Noon.
TIENTSIN via WEI-HAI	CHONGSHING	FRIDAY, June 10, at 4 p.m.
MANILA	CHONGSHING	FRIDAY, June 10, at 4 p.m.
SHANGHAI	CHONGSHING	SATURDAY, June 11, at Noon.
SINGAPORE, PENANG, KUTANG and CALCUTTA	CHONGSHING	SATURDAY, June 11, at Noon.
SANDAKAN	MAUSANG	TUESDAY, June 14, at Noon.
MANILA	MAUSANG	FRIDAY, June 17, at 4 p.m.

## RETURN TOURS TO JAPAN, Occupying 24 days.

The steamers Kaitung, Namsang and Fookang leave about every 3 weeks for Shanghai, returning via Kobe (Inland Sea) and Moji to Hongkong.

These vessels have all modern improvements and are fitted throughout with Electric Light. A daily qualified Surgeon is also carried.

Steamers have superior Accommodation for First-class Passengers, and are fitted throughout with Electric Light.

Taking Cargo on Through Bills of Lading to Yangtze Ports, Chefoo, Tientsin, Newchwang.

Taking Cargo on through Bills of Lading to Koda, Lahad Dato, Simporna, Tawau, Ulu, Jesselton and Labuan.

For Freight or Passage, apply to

JARDINE, MATHESON & Co., Ltd., General Managers.

## CHINA NAVIGATION CO., LD. CHINA.

## SAILINGS SUBJECT TO ALTERATION.

FOR	STEAMERS	To SAIL
SHANGHAI	CHENAN	June 9, at 4 p.m.
SHANGHAI	CHENAN	June 12, at 4 p.m.
CHONGHAI	CHENAN	June 14, at 4 p.m.
SHANGHAI	CHENAN	June 16, at 4 p.m.
SHANGHAI	CHENAN	June 18, at 4 p.m.
SHANGHAI	CHENAN	June 20, at 4 p.m.

## DIRECT SAILINGS TO WEST RIVER.—Twice Weekly.

S.S. 'LINTAN' and S.S. 'SANTOL'.

AUSTRALIAN STEAMERS have superior accommodation, with Electric Light throughout and Electric Fans in the Saloons. A daily qualified Surgeon is carried. REDUCED FARES. Cargo booked through for all Australian, New Zealand and Tasmanian Ports.

MANILA TWIN SUREW STEAMERS & TIENTSIN STEAMERS have superior accommodation with Electric Light throughout and Electric Fans in the Saloons and Dining Saloon.

## SHANGHAI LINE.

FAST SCHEDULE TWIN SUREW STEAMERS (S.S. Anhui, Chenan, Lintan, Chihna)—with excellent passenger accommodation, Electric Light throughout and Electric Fans in the Saloons and Dining Saloon, leave Hongkong for Shanghai direct every Thursday and Sunday, taking cargo on through Bills of Lading to all Yangtze and Northern China Ports.

N.B.—Passengers must embark before midnight on Saturday for the Sunday morning sailing. A Company's launch leaves Murray Pier at 10 o'clock every Saturday night.

These Steamers land passengers in Shanghai, avoiding the inconvenience of transshipment at Woosung.

FARES:—\$45.00 Single. \$80.00 Return.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE, AGENTS.

Telephone No. 94.

## MESSAGERIES MARITIMES

## FRENCH MAIL LINES.

FORTNIGHTLY SERVICE TO AND FROM EUROPE, Via SUEZ CANAL.

FORTNIGHTLY SERVICE TO AND FROM JAPAN, Via SHANGHAI.

FOR	STEAMERS	CAPTAIN	To SAIL
SHANGHAI, KOBÉ and YOKOHAMA	TONKIN.	CHARBONNEL	June 20, p.m.
MARSEILLES, Via Ports	YARRA.	REYBORELL	June 21, at 1 p.m.
SHANGHAI, KOBÉ and YOKOHAMA	ERNEST SIMONS, GIBARD.	—	July 4, p.m.
MARSEILLES, Via Ports	ARMAND BEHIC, GUINOT.	—	July 5, at 1 p.m.

TRANSIPPING on the Co.'s Steamers at SINGAPORE for BELANG, a Colonized for CALCUTTA, BOMBAY and ADELPHI, at Port Said for the LEVANT, COAST-GUARD and BLACK SEA.

Through Tickets to London, via Paris, from £27.10 up to £71.10. 20 hours railway from Marseilles to London. Interpreters meet passengers on their arrival in Marseilles.

For further particulars, apply to

P. THOMAS, Agent, QUEEN'S BUILDING.

## SOUTH AMERICAN LINE.

## REGULAR STEAMSHIP SERVICE FOR

CALLAO, IQUIQUE, VALPARAISO, ETC., via MOJI, KOBÉ, YOKOHAMA, HONOLULU, MANZANILLO AND SALINA CRUZ (MEXICO).

S.S.	Tons, Gross.	To SAIL
Hongkong Maru	11,000	June 25th, at noon.
Kiyo Maru	17,200	Aug. 24th, at noon.
Buyo Maru	10,500	Oct. 22nd, at noon.

For particulars apply to

N. YAMADA, Acting Manager, TOYO KISEN KAISHA, KING'S BUILDING.

Hongkong, November 1, 1908.

## HAMBURG-AMERIKA LINIE, HAMBURG.

## EAST-ASIATIC FREIGHT SERVICE.

REGULAR SAILINGS FROM JAPAN, CHINA AND PHILIPPINES, via STRAITS and COLOMBO.</



## Shipping.

## PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

HOMEWARD PASSENGER SEASON 1910.  
PROPOSED SAILINGS OF MAIL STEAMERS

## MARSEILLES &amp; LONDON,

TAKING PASSENGERS ALSO FOR  
COLOMBO, INDIA, AUSTRALASIA, EGYPT, BRINDISI, &c.  
THROUGH TICKETS ISSUED TO BOSTON AND NEW YORK.

STEAMERS to Colombo	Leaves to Hongkong	Connecting Steamers from Colombo to MARSHALL & LONDON	Due MARSHALLS (Brindisi) 2 days earlier	Due PILGRIMAGE (London) 1 day later		
Steamer	1 p.m. Saturday	Steamer	Tons	Saturday	Friday	
ASSAYE	7378	PERIA	7381	July 10	July 18	
ARADIA	8083	MALWA	8500	July 24	July 31	
DELTA	8083	PERIA	7381	Aug. 7	Aug. 13	
DELTA	8000	MOLDAVIA	8500	Aug. 21	Aug. 27	
ASSAYE	7500	Aug. 6	MONGOLIA	8500	Sept. 4	Sept. 10
DEVANHA	8000	Aug. 20	MALWA	8500	Sept. 18	Sept. 24
ARADIA	8083	Sept. 3	MOORA	10500	Oct. 1	Oct. 7
DELTA	8000	Sept. 17	MOORA	10500	Oct. 15	Oct. 21
DELHI	8000	Oct. 1	CHINA	8000	Oct. 29	Nov. 4
ASSAYE	7575	Oct. 15	INDIA	7911	Nov. 12	Nov. 18
DEVANHA	8000	Oct. 29	MALWA	8500	Nov. 26	Dec. 2

Passengers change steamers at Colombo, and those for BRINDISI transfer also to the Express Mail Steamer at Port Said. Accommodation in the connecting steamer from Colombo is definitely reserved in Hongkong or at time of booking.

FARES TO LONDON (Including Surtax):  
1st Saloon.....£71.10 Single. £106.14 Return.  
2nd ".....£48.8 " £72.12 "In addition to the above Mail Steamers the following—  
INTERMEDIATE (Non-Transit) STEAMERS:  
WILL LEAVE FOR

## LONDON,

CARRYING SALOON-PASSENGERS AT REDUCED RATES.

STEAMERS.	Leave.		Due		
		Hongkong.		London	
	TONNAGE.	about		about	
• BORNEO .....	4607	Jan.	15	July	30
• SIMLA .....	5884	June	29	Aug.	24
• MALTA .....	6764	July	13	Aug.	13
• SOMALI .....	6708	July	27	Sept.	11
• SUNDI .....	4074	Aug.	24	Oct.	8
• NUBIA .....	5907	Sept.	7	Oct.	22
• SYRIA .....	6860	Oct.	5	Nov.	10
• PALAWAN .....	4700	Oct.	17	Dec.	1

These Steamers call also at Singapore, Penang, Colombo, and at Marseilles.

FARES TO LONDON (Including Surtax):  
1st Saloon.....£58.10 Single. £82.10 Return.  
2nd ".....£38.10 " £57.4 "\* Carry 1st and 2nd Saloon Passengers.  
For further particulars Apply to  
E. A. HEWETT,  
Superintendent.

## CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

Ship	Tons	Captain	For	Sailing Date
RUBI	2540	A. Fraser	Manila	Saturday, June 11, at Noon.
ZAFIRO	2540	R. Rodger	Manila	June 13, at Noon.

For Freight or Passage, apply to  
Shewan, Tomes & Co., General Managers.

## NIPPON YUSEN KAISHA (THE JAPAN MAIL STEAMSHIP CO.)

PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

DESTINATIONS	STEAMERS	SAILING DATES
MARSEILLES, LONDON AND ANTWERP, via SINGAPORE, PENANG, COLOMBO AND PORT SAID.	TANGO MARU, Capt. A. Christensen, Tons 8000 KAMO MARU, Capt. F. L. Sommer, Tons 9000 AKI MARU, Capt. K. Homma, Tons 7000	WEDNESDAY, 8th June, at Daylight. WEDNESDAY, 22nd June, at Daylight. WEDNESDAY, 8th July, at Daylight.
VICTORIA, B.C. & SEATTLE, via KEELUNG, SHANGHAI, MOJI, KOBE, YOKOHAMA, SHIMIZU & YOKOHAMA.	AWA MARU, Capt. S. Ishikawa, Tons 7500 INABA MARU, Capt. K. Kawara, Tons 7000	TUESDAY, 21st June, at 4 p.m. TUESDAY, 19th July, at 4 p.m.
VICTORIA, B.C. AND SEATTLE.	KAMAKURA MARU, Capt. E. Nagao, Tons 7000	SATURDAY, 18th June, from KOBE.
SYDNEY AND MELBOURNE, via MANILA, THURSDAY ISLAND, TOWNSVILLE AND BRISBANE.	KUMANO MARU, Capt. M. Winkler, Tons 6000 YAWATA MARU, Capt. T. Sekine, Tons 5000	FRIDAY, 10th June, at Noon. FRIDAY, 8th July, at Noon.
SHANGHAI, MOJI & KOBE.	HAKATA MARU, Capt. A. Mochizuki, Tons 7000	WEDNESDAY, 8th June, at Noon.
NAGASAKI, KOBE AND YOKOHAMA.	YAWATA MARU, Capt. T. Sekine, Tons 5000	WEDNESDAY, 8th June, at Noon.
KOBE & YOKOHAMA.	MISHIMA MARU, Capt. A. E. Moses, Tons 5000	THURSDAY, 9th June, 5 p.m.
BOMBAY, via SINGAPORE AND COLOMBO.	COLOMBO MARU, Capt. E. Combes, Tons 5000	TUESDAY, 14th June.

\* Fitted with new system of wireless telegraphy.  
† Cargo only. \* Carries deck passengers.

## CHEAPEST SUMMER RATES

BETWEEN

HONGKONG AND JAPAN PORTS.

Commencing 'Aki Maru' 30th May, ending 30th September, 1910.

SPECIAL EXCURSION TICKETS (1st & 2nd Class) AVAILABLE FOR 3 MONTHS.  
Yokohama Return. Kobe Return. Moji Return. Nagasaki Return.  
1st class \$120 \$110 \$100 \$90.  
2nd class \$80 \$70 \$60 \$50.

With option of Ball between calling ports in Japan.

For further information as to Freight, Passage, Sailings, &amp;c., apply to W. G. COMES, Local Branch Office to Prince's Building, First Floor, Chater Road.

T. KUSUMOTO, Manager.

## Shipping.

FOR SINGAPORE, PENANG AND CALCUTTA.

Taking Cargo on through Bills of Lading to Rangoon, Madras and Mauritius.

THE Steamship  
EIGHTENING,  
Capt. A. E. GAVIN, will be despatched for the above ports on THURSDAY, the 9th inst., at Noon.  
For Freight or Passage, apply to  
D. SASSOON & Co., Ltd., Agents.  
Hongkong, June 2, 1910. 707FOR  
STRAITS, OCEAN, AUSTRALIA,  
INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.

Through Bills of Lading issued for BATAVIA, PERSIAN GULF, OCEANIC, TANTAL, AMERICAN AND SOUTH AFRICAN PORTS.

THE Steamship ASSAYE, Captain Owen Jones, N.S.S., carrying E. A. Hewett's Mail, will be despatched from this for BOMBAY, &amp;c., on SATURDAY, the 11th June, 1910, at Noon, taking Passengers and Cargo for the above ports in connection with the Company's Steamship Service. 7,381 tons, from Colombo, Passenger accommodation in which vessel is secured before departure from Hongkong. Silk and Valuables all Cargo for France, and Tea for London (under arrangement) will be transhipped at Colombo into the mail steamer proceeding to Marseilles and London; other cargo for London, &amp;c., will be conveyed via Bombay by the R.M.S. Oceanic, due in London on the 10th July, 1910.

Parcels will be received at this Office until 4 p.m. the day before sailing. The contents and value of all packages are required.  
For further Particulars, apply to  
E. A. HEWETT,  
Superintendent.  
Hongkong, May 28, 1910. 671

## CANADIAN PACIFIC RAILWAY CO. FOR VANCOUVER.

THE Steamship  
OCEANO,  
From Hongkong, on  
SATURDAY, 11th June, for  
VANCOUVER Direct.To be followed by  
SUVERIC.....18th June.  
KUMERIC.....5th July.  
AYMERIC.....25th July.  
SUVERIC.....2nd August.  
Bills of Lading issued to Victoria, Vancouver and Overland Points in Canada, the United States and to the West Indies.  
For further information regarding rates of freight, etc., apply to  
CANADIAN PACIFIC RAILWAY CO.,  
HONGKONG.  
Hongkong, May 28, 1910. 679

THE AMERICAN AND ORIENTAL LINE.

FOR NEW YORK  
(With Liberty to Call at the Malabar Coast).THE Steamship  
PRINCE,  
will be despatched for the above Port on TUESDAY, the 14th June, 1910.  
For Freight or Passage, apply to  
ARNHOLD, KARRER & CO.,  
Agents.  
Hongkong, May 17, 1910. 632

THE SHIRE LINE OF STEAMERS, LIMITED.

FOR LONDON, ROTTERDAM AND ANTWERP.

THE Steamship  
BRECONSHIRE,  
Capt. T. M. Jones, will be despatched as above on or about 20th June.  
For Freight or Passage, apply to  
JARDINE, MATHESON & Co., Ltd., Agents.  
Hongkong, May 31, 1910. 687

AUSTRIAN NAVIGATION COMPANY.

STEAM FOR  
VIENNA AND TRIESTE Direct, Calling at SINGAPORE, PENANG, COLOMBO, BOMBAY, KARACHI, ADEN, SUEZ AND PORT SAID.

(Taking Cargo at through rates to the BALTIC, to SUEZ, ADEN, PERSIAN GULF, RED SEA, BLACK SEA, LEVANT, YEMEN AND AFRICAN PORTS.)

THE Co.'s Steamship  
FERNAND,  
Capt. F. E. FERNAND, will be despatched as above on or about 20th June, 1910.  
This Steamer has special accommodation for passengers, Electric Light and carries a Doctor.  
For Information as to Passage and Freight, apply to  
JARDINE, MATHESON & Co.,  
Agents.  
Hongkong, May 31, 1910. 692

## Shipping.

\* INVER LINE OF STEAMERS, LIMITED.

FOR NEW YORK, via SUEZ CANAL.

The Steamship  
INVERCLIDE,  
Capt. ALEXANDER, will be despatched as above on 19th inst.  
For Freight apply to  
JARDINE, MATHESON & Co., Ltd., Agents.  
Hongkong, June 7, 1910. 719

NOTICES TO CONSIGNEES.

OSAKA SHOSHEN KAISHA.  
NOTICE TO CONSIGNEES.

FROM TACOMA, JAPAN &amp; MANILA.

THE Steamship  
TACOMA MARU,  
The above-mentioned steamer having arrived, Consignees of Cargo are hereby notified to send in their Bills of Lading for countersignature, and take immediate delivery of cargo from alongside.  
Cargo impeding the discharge of the vessel will be landed at once at Consignees' risk and expense.  
Cargo remaining on board after SATURDAY, June 11th, 1910, at noon will be landed and stored at Consignees' risk and expense.  
Cargo remaining undelivered after 14th inst. will be subject to rent.  
All broken, chafed and damaged goods are to be left in the godown where they will be examined on the 13th inst.  
No fire insurance will be effected by us in any case whatever.OSAKA SHOSHEN KAISHA,  
Hongkong, June 7, 1910. 720BANK LINE, LIMITED.  
NOTICE TO CONSIGNEES.

STEAMSHIP KUMERIC.

FROM TACOMA, VICTORIA, YOKOHAMA, KOBE, &amp; MOJI.

THE above Steamer having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature and to take delivery of their Goods from alongside.  
Cargo impeding the discharge of the vessel will be landed and stored at Consignees' risk and expense.  
No fire insurance will be effected by us in any case whatever.DODWELL & CO., LTD.,  
Agents.  
Hongkong, June 3, 1910. 710

FROM EUROPE.

THE H.A.L. Steamship  
WESTPHALIA,  
Capt. BUCH, having arrived, Consignees of Cargo are hereby informed that their goods are being landed and placed at their risk in the hazardous and/or extra-hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, whence delivery may be obtained against Bills of Lading countersigned by the Underigned.Optional Cargo will be forwarded unless notice to the contrary be given before 10 a.m.  
All Claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognised.  
No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 11th inst. will be subject to rent.  
All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 11th inst., at 8 p.m.  
No fire insurance will be effected by us in any case whatever.This steamer brings cargo:  
Ex s.s. Nergis from Gotteborg.  
Ex s.s. Huma Bismark from Halmstad.  
HAMBURG-AMERICA LINE,  
Hongkong Office.  
Hongkong, June 6, 1910. 713

\* INVER LINE OF STEAMERS, LIMITED.

NOTICE TO CONSIGNEES.

FROM NEW YORK via SUEZ CANAL.

THE Co.'s Steamship Indragiri having arrived from the above Ports, Consignees of Cargo are hereby informed that their goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's hazardous and/or extra hazardous Godown at Kowloon, where each consignee will be required to make and delivery can be obtained as soon as the Goods are landed. Goods not cleared by the 8th inst., at 8 p.m. will be subject to rent.  
No fire insurance will be effected by us in any case whatever.All damaged packages must be left in Godown where they will be examined at 9.30 a.m. on the 8th inst.  
No Claims will be admitted after goods have left the Godown, nor will they be recognized if presented after 10 days of vessel's arrival here.  
Optional goods will be landed here unless instructions are given to the contrary before arrival.JARDINE, MATHESON & Co., Ltd., Agents.  
Hongkong, June 2, 1910. 708

NOTICE TO CONSIGNEES.

STEAMER ARMAND BEHIC.

COMPAGNIE DES MESSEAGERIES MARITIMES.

CONSIGNEES of Cargo from London or s.s. Malos; from Dunkerque or s.s. Ville de Constantin; from Havre or s.s. Malos; in connection with above Steamer are hereby informed that their Goods with the exception of Opium, Treasure and Valuables, are being landed and stored at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Ltd., at Kowloon, whence delivery may be obtained immediately after landing.

Optional Cargo will be forwarded on unless intimation be received from the Consignees before Noon, on the 8th June, requesting it to be landed here.  
Bills of Lading will be countersigned by the Underigned, and Goods remaining undelivered after the 13th inst., at Noon, will be subject to rent and landing charges.  
All claims must be sent in to us on or before the 14th June, or they will not be recognized.  
All damaged packages will be examined on the 13th June, at 5 p.m.  
No fire insurance has been effected.P. THOMAS,  
Agent.  
Hongkong, June 4, 1910. 711

## Notices to Consignees

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FROM CALCUTTA, PENANG AND SINGAPORE.

THE Co.'s Steamship, Fooking, having arrived from the above Ports, Consignees of cargo by her are hereby informed that their goods will be delivered from alongside.  
Cargo impeding the discharge or remaining on board after 4 p.m., the 8th inst. will be landed at Consignees' risk and expense.  
No fire insurance will be effected.  
Bills of Lading will be countersigned by JARDINE, MATHESON & Co., Ltd., General Managers.  
Hongkong, June 7, 1910. 722

ROSSIA INSURANCE COMPANY.

ST. PETERSBURG, RUSSIA.

TOTAL ASSETS.....Rubles 73,000,000.

NOTICE IS HEREBY GIVEN THAT Messrs. MELCHERS &amp; CO. have been appointed our AGENTS in Hongkong.

Referring to the above Notice, we have taken over the Agency of the ROSSIA INSURANCE COMPANY, St. Petersburg, Russia. And we are prepared to accept Orders for FIRE & MARINE INSURANCE (European and Chinese Risks) at Current Rates. MELCHERS & CO., Insurance Dept.  
Hongkong, February 4, 1910. 168

NORTH BRITISH AND MERCANTILE INSURANCE COMPANY.

TOTAL FUNDS AT 31st DECEMBER, 1907, £18,114,624.

Subscribed Capital £2,750,000.  
Paid-up Capital £287,500 0 0  
I—Fire Funds £5,053,314 15 11  
II—Life & Annuity Funds £13,515,948 10 3  
Sinking Fund Account £5,907 5 3Reserves Fire Branch.....£280,552 13 1  
Life & Annuity Branch.....£1,847,334 18 3  
Sinking Fund Account.....£5,907 5 3

The Accumulated Funds of the Fire and Life Departments are free from liability in respect of each other.

SHEWAN, TOMES & CO., Agents.  
Hongkong, May 13, 1908. 1054

PEAK TRAMWAYS COMPANY LIMITED.

TIME TABLE.

WEEK DAYS.  
7.00 a.m. to 7.30 a.m. Every 30 minutes.  
7.30 a.m. to 10.00 a.m. Every 10 minutes.  
10.1 a.m. to 11.00 a.m. Every 15 minutes.  
11.30 a.m. to 12.45 p.m. Every 15 minutes.  
12.45 p.m. to 1.15 p.m. Every 10 minutes.  
1.15 p.m. to 1.45 p.m. Every 15 minutes.  
1.45 p.m. to 2.15 p.m. Every 10 minutes.  
2.15 p.m. to 3.00 p.m. Every 15 minutes.  
3.30 p.m. to 6.00 p.m. Every 15 minutes.  
6.00 p.m. to 8.00 p.m. Every 10 minutes.SUNDAYS.  
3.00 a.m. to 5.00 a.m. Every 15 minutes.  
5.00 a.m. to 8.30 a.m. Every 30 minutes.  
8.30 a.m. to 11.00 a.m. Every 15 minutes.  
11.30 a.m. to 12.00 a.m. Every 10 minutes.  
12.00 noon to 1.00 p.m. Every 15 minutes.  
1.00 p.m. to 5.00 p.m. Every 15 minutes.  
5.00 p.m. to 7.00 p.m. Every 10 minutes.  
7.00 p.m. to 8.00 p.m. Every 10 minutes.

NIGHT CARS as on Week Days, SATURDAY.

Extra Cars at 8.15, 11.30 and 11.45 p.m. SPECIAL CARS by Arrangement at the Company's Office, ALEXANDRA BUILDINGS, Des Voeux Road Central.

JOHN D. HUMPHREYS &amp; SON, General Managers.

WEEKLY NEWS FOR HOME.

The Overland China Mail.

FULL REPORTS.

LATEST INTELLIGENCE.

Order before you save so you may receive it while at Home.

THE CHINA MAIL, LTD.  
5, Wyndham Street.

## SOUTH MANCHURIA RAILWAY

SHORTEST AND QUICKEST ROUTE BETWEEN THE FAR EAST AND EUROPE VIA DAIREN.

SUMMER SCHEDULE.  
(Effective from May 1, 1910).

THREE WEEKLY EXPRESS TRAIN SERVICE, composed of excellently equipped Sleeping, Dining and 1st Class Cars, operated between Dairen and Changchun in connection with the Trans-Siberian Express Trains and with Dairen-Shanghai Direct Steamer Service by the S.S. 'Kobe Maru' and 'Sakiko Maru' (each 2,977 tons) as follows:—

NORTH-BOUND.

Dairen	11	.....Ar.	10.34 p.m.	11	11	11
Mukden	11	.....Ar.	10.45 p.m.	11	11	11
Changchun	11	.....Ar.	6.00 a.m.	Mon.	Wed.	Sat.
Harbin	11	.....Ar.	11.40 a.m.	11	11	11
	11	.....Ar.	8.20 p.m.	11	11	11
Connecting at Harbin with				State Express for Moscow.	Wagon-Lite for Moscow.	State Express for St. P.

Connecting at Harbin with State Express for Moscow, State Express for Moscow, and Wagon-Lite for Moscow.

SOUTH-BOUND.

Dairen	"	.....Lv.	4.30 a.m.	"	"	"
"	"	.....Ar.	1.30 p.m.	"	"	"
" (Steamer)	"	.....Lv.				Sunday.
Shanghai	"	.....Ar.		Fri.		Tuesday.

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**TICKET AGENTS**—The Company's railway and steamer tickets are obtainable at all the Agencies of the International Sleeping Car & Express Trains Co. Messrs Thos. Cook & Son.

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**RAILWAY HOTELS**—**YAMATO HOTEL** (Tel. Add.: "Yamato") At Dairen

TICKET AGENCIES—The Company's railway and steamer tickets are obtainable at all the Agencies of the International Sleeping Car &amp; Express Trains Co. and Messrs. Thos. Cook &amp; Son.

RAILWAY HOTELS—YAMATO HOTEL (Tel. Add.: 'Yamato') At Dairen Port Arthur and Changchun, and also very shortly at Mukden, all under the Company's management.

SOUTH MANCHURIA RAILWAY COMPANY, DAIREN.  
Tel. Add.: 'Mantoku'. Codes: A.B.C. 5th Ed., A.I. & Lieber's.

## FUSHUN COAL

The best steaming coal in the Far East.  
Output 3,000 tons per day.  
Fresh stocks always on hand at Dairen, Newchang and Tientsin Depots and also at Chefoo, Shanghai, Hongkong, Singapore and Penang.Agents: MITSUBI BUSSAN KAISHA, LD.  
SOUTH MANCHURIA RAILWAY CO. DAIREN.  
Tel. Add.: 'Mantoku'. Codes: A.B.C. 5th Ed., A.I. & Lieber's.

## Hotels

KING EDWARD HOTEL

HIGH-CLASS HOTEL.  
LADIES' AFTERNOON TEA ROOMS.  
Private Bar and Billiard Room.  
Hot and Cold Water throughout.  
Electrically Lighted.  
Electric Fans (if required).  
Lifts at Separate Entrances.  
Tables D'Hotes at Separate Tables.  
Tel. Address: 'VICTORIA'.  
For Terms, etc., apply to the MANAGER.  
Hongkong, October 2, 1908. 1252

VICTORIA HOTEL

SHAMKIN, CANTON.  
Manager: Mr. H. HAYES.  
Telegraphic Address: 'Victoria Shamkin'.  
Situated on the British Concession.

MACAO HOTEL, MACAO.

Telegraphic Address: 'Farmer Macao'.  
Situated in the Centre of the Praya Grande.  
Both Hotels electrically lighted and under experienced European Supervision.  
Grooms and Carriage Drivers.  
Every information and special attention to Tourists. Reasonable Rates.  
WM. FARMER, Proprietor.  
Macao, May 13, 1909. 730

\* BRASSIDE, PRIVATE HOTEL.

STANDING in its own grounds with Tennis and Croquet Lawns, Large airy and Well Furnished Rooms. Every home comfort. Fine View of the Harbour. Telephone, No. 690.  
Apply to Miss F. W. WATTS, 'Brasside', 20, Macdonnell Road.  
Hongkong, September 2, 1908. 1214

\* KINGSCLERE, PRIVATE HOTEL.

APPROACHED from Kennedy Road and Macdonnell Road.  
Tel. No. 134. Tel. Address: 'Salem'.  
A.B.C. Code: 4th Ed.Electric light, hot and cold water throughout. Billiards, tennis, croquet, putting green and fine stabling for horses.  
Proprietress, Miss F. SAUBSE.  
Hongkong, September 1, 1908. 1208

A HISTORY OF UNION CHURCH.

BY the Rev. G. H. HONFIELD and DYER BALE, M.B



